

**BEFORE AN INDEPENDENT HEARINGS COMMISSIONER AT  
SELWYN**

**IN THE MATTER OF**

Clause 21 of the First Schedule of  
the Resource Management Act 1991  
(Plan Change 75)

**AND**

**IN THE MATTER OF**

**YOURSECTION LIMITED**  
(Applicant)

---

**SUMMARY OF EVIDENCE OF KIM MARIE SEATON (PLANNING)**

Dated: 3 November 2021

---

## **SUMMARY OF EVIDENCE OF KIM MARIE SEATON:**

- 1 My name is Kim Seaton. In my evidence I address planning related issues, including further amendments to the Proposal in response to the Officer's Report, and analysis of the National Policy Statement on Urban Development (NPS UD).
- 2 Matters raised in submissions and the Officer's Report have been addressed, including through:
  - i. the introduction of further amendments to the ODP, to improve connectivity to adjoining areas and specify the requirement for frontage upgrades on Lincoln Rolleston Road;
  - ii. inclusion of an additional medium density area proximate to the proposed reserve;
  - iii. further amendments to Policy B4.3.77 to address ODP requirements.
- 3 Subsequent to the preparation of my evidence in chief, I have made further amendments to the ODP in response to the Council Officer's summary evidence statement, which I helpfully received on 29 November 2021. The changes made in this latest iteration of the ODP are:
  - i. Per Officer recommendation (i) - Removal of the word "Possible" from "Possible Future Roundabout". It was not the applicant's intention to suggest that a roundabout may not be needed in this location, rather that there was a question mark over when that might be provided and whether the applicant would be solely responsible for it financially. Removal of the word "Possible" from the ODP plan and text makes clear that a roundabout will be required at some point, but that need not necessarily be in the short term. This will ensure that the applicant will, at a minimum, set aside land for the roundabout construction, without necessarily requiring the roundabout be constructed immediately. The timing of the roundabout construction can then appropriately be a matter for determination through future resource consent (subdivision) processes.
  - ii. Per Officer recommendation (ii), the words "*The Lincoln Rolleston Road frontage is to be upgraded to an urban standard*"

*in accordance with the Engineering Code of Practice*” is added to the Density Plan text.

- iii. Per Officer recommendation (iii), the additional cycle connection is annotated onto the ODP plan along the CRETS Collector Road.
- 4 Amendments to the ODP to reflect the location of the proposed Neighbourhood Centre have also been made and I address these further below.
- 5 There are therefore no outstanding areas of disagreement between myself and Mr Friedel. The PC75 site is noted as an area for future residential development in multiple documents, including the Rolleston Structure Plan, Our Space, the Canterbury Regional Policy Statement (Map A, as a Future Development Area) and the proposed Selwyn District Plan.
- 6 Mr Friedel and I both agree that the Proposal will give effect to the National Policy Statement on Urban Development (NPS UD), including by providing a well-functioning environment and significant development capacity.
- 7 In regard the evidence provided by Mr Boyes on behalf of MON Group, I am satisfied that if the proposed Neighbourhood Centre is annotated on the ODP plan, and with the additional ODP text referenced in Paragraph 59 of Mr Boyes’ evidence, the detailed design of the Centre can be addressed via resource consent. I agree with Mr Boyes that it is very likely that the Centre would require resource consent to establish, notably via Rule 16.10.2 for developments in excess of 450m<sup>2</sup>. I note that if the development were staged, with any single development stage being less than 450m<sup>2</sup> in area, resource consent may not be required, unless traffic-related rules were triggered. However, in the context of the development details MON Group have provided, I accept this is an unlikely scenario. I also note Mr Metherell’s comments in his summary statement of evidence, that it is very likely that traffic-related rules would be triggered even by staged development.
- 8 I note that the method of identifying the Neighbourhood Centre site at the time of subdivision, and imposition of a consent notice on the relevant title(s) requiring Business 1 Zone rules to apply, was the

method utilised to establish the Neighbourhood Centre centrally within Falcon's Landing/ODP Area 11.

- 9 The ODP has therefore been amended per paragraph 59 of Mr Boyes' evidence. I have further suggested amending Mr Boyes' recommended text to reference a Neighbourhood Centre in the general location shown on the ODP plan. I consider the addition of the word "general" is necessary to address the matters raised in Mr Metherell's summary statement of evidence, regarding confirmation of vehicle access to the site at the time of detailed assessment through the resource consent process.
- 10 The amended ODP plan and text are in my Attachment 1 to this summary statement.
- 11 I am happy to answer any questions concerning my evidence.

Dated: 3 November 2021

---

Kim Marie Seaton

**Attachment 1: Amended ODP**

*Deletions are ~~struck through~~, additions are in **bold and underlined**. Additions or deletions in response to the Council Officer's Summary Statement and the MON Group submission are also italicised.*

## OUTLINE DEVELOPMENT PLAN AREA 14

### INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 14. Area 14 comprises 24ha and is bound by Lincoln Rolleston Road to the east, and ODP Area 11 to the north.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

### DENSITY PLAN

The ODP area shall achieve a minimum of 12 household lots per hectare. ODP Area 14 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 12hh/ha for the overall ODP can be achieved, will be required.

ODP Area 14 predominantly provides for low density sections, although some medium density housing options have been supported along the Primary Road adjoining a reserve. Minor changes to the boundaries of the medium density area will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;

- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 12hh/ha density requirement and development yield.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

**Frontage upgrades are to be provided along Lincoln Rolleston Road to encourage properties to front this road. The Lincoln Rolleston Road frontage is to be upgraded to an urban standard in accordance with the Engineering Code of Practice.**

**A Neighbourhood Centre is required in the general location shown adjacent to Lincoln-Rolleston Road. The Neighbourhood Centre will provide for a maximum of 2,000m<sup>2</sup> of gross retail floor area to cater for local weekly and day-to-day retail requirements. Additional land is also required to accommodate the necessary access arrangements, car parking, landscaping and utilities to service the Neighbourhood Centre.**

#### MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a Primary Road will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a “Secondary Road” will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

- A primary road following an east-west alignment to form part of the Collector Road route specified in the 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS);
- An internal secondary network with provision for connections to adjoining land;
- **A possible future roundabout at the intersection of Lincoln Rolleston Road and the primary road.**
- Pedestrian and cycle connections to adjoining land to encourage viable alternative modes of transport to private motor vehicles.

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

The completion of the Primary Road/Collector Road, identified as part of the CRETS (2007 Christchurch, Rolleston and Environs Transportation Study) is proposed in the northern portion of the ODP area and further supports the integration of the site with the wider transport network. The Collector Road spans across several neighbourhoods and ODP areas on the southern boundary of the township. It is significant in supporting an east-west network function and it is part of an expanded ring road system for Rolleston.

Although the CRETS Collector Road is envisaged to cater for a large proportion of vehicle movements going through ODP Area 14, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the CRETS Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its streetscape and speed environment is expected to be similar to that of Lowes Road, which serves an important transport function for the northern portion of Rolleston.

**At the intersection of Lincoln Rolleston Road and the CRETS Collector Road (the primary road), subdivision and lot layout is to make allowance for land to be vested as road that will facilitate a ~~possible~~ future roundabout to be constructed to Council engineering standards, centred on Lincoln Rolleston Road.**

The transport network for ODP Area 14 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements. **Subdivision is to provide local connectivity for pedestrians and cyclists to provide permeability in the absence of a road connection across the boundary to Saker Place or Flight Close.**

The remaining roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

#### GREEN NETWORK

The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan. A single central reserve/neighbourhood park is proposed centrally within the ODP area, adjacent the Primary Road. Medium Density Housing is to be located adjacent the reserve to promote a high level of amenity for that housing, and compensate for any reduced private open space available to individual allotments.

#### BLUE NETWORK

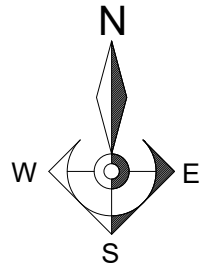
Stormwater - underlying soils are relatively free-draining and infiltration to ground is generally the most appropriate means of stormwater disposal. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

Sewer – A gravity sewer connection will be required which will feed a new pump station situated in the vicinity of the south eastern section of the site. The exact location will be determined as part of the detailed development design. The effluent ~~form~~ **from** this new pump station will then be pumped through to the Southern Rolleston Pump Station so it can be treated.

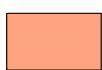
Water - The water reticulation will be an extension of the existing Rolleston water supply on Lincoln Rolleston Road and Raptor Street.



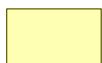
# ODP - Falcons Landing



## KEY



Medium Density



Low Density



Reserve



Neighbourhood Centre



Site Boundary



Primary Road with cycle connection to be consistent with existing connection to the west.



Secondary Roads



Future Roundabout



Possible Future Road Connection



Pedestrian / Cycle Connections



Key Cycle Connections